

The Influence of the Development of Yogyakarta International Airport on the Economy of the People of Temon District, Kulon Progo Regency

Selviya Andri Kusuma¹ Yunus Purnama²

Air Transportation Management D-IV Study Program, Sekolah Tinggi Teknologi
Kedirgantaraan Yogyakarta, Bantul Regency, Province of Daerah Istimewa Yogyakarta,
Indonesia^{1,2}

Email: yunus.purnama@sttkd.ac.id²

Abstract

The construction of Yogyakarta International Airport in Temon District, Kulon Progo Regency has had a significant impact, namely the conversion of agricultural land to the function of agricultural land, the eviction of residential areas and so on. This resulted in socio-economic impacts on the surrounding community and required adaptation to the new economy. The aim of this research is to find out whether there is an influence of the construction of Yogyakarta International Airport on the Community's Economy in Temon District, Kulon Progo Regency on people's perceptions and how much influence it has. This study uses quantitative research methods to examine certain populations or samples. Sampling was carried out by Probability Sampling using the Cluster Sampling method with consideration of indigenous people or living in Temon District with a total of 115 samples. The data used by researchers are primary data with observation and distribution of questionnaires and secondary data. Testing the instrument using validity and reliability, while testing the hypothesis using a simple regression test, partial test (t-test) and test the coefficient of determination. The results showed that the construction of Yogyakarta International Airport had a positive influence on the economy of the people of Temon District, Kulon Progo Regency, as evidenced by the simple linear regression test having positive coefficients and positive constants. Testing on the partial test (t-test) resulted in a value of 0.000 < 0.5, in the coefficient of determination test it produced a value of 0.607 or 60.7%. The positive influence felt by the community is the increase in the economy both from technological advances and population growth. So the better the construction of the airport will increase the community's economy.

Keywords: Airport Development, Community Economy, Yogyakarta International Airport.



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INTRODUCTION

The Unitary State of the Republic of Indonesia which is an archipelagic country separated by waters so that transportation is needed for time efficiency. In the current era of globalization, of course, a variety of transportation has been created and people are now starting to depend on air transportation. As a country that is still in the process of modernization, especially in infrastructure development and is seen as one of the developing countries, in recent years the government has focused on airport development which is able to revitalize it in world development.

The existence of commercial aviation needs that gave rise to the concept of developing airports in the world without regard to the broad impact on these airports. In this case, Kasrada (2008) introduces the concept of developing an airport-based city or so-called aerotropolis, using urban design, infrastructure and economics. This Aerotropolis was developed by expanding the Aero City concept with airport integrity and the area around the airport (DPMPTKP, 2019). The concept of an aerotropolis in the transportation industry has made the airport shift from a transportation center to an aerotropolis which is multi-functional and has

an impact on the area around the airport, as well as a stimulant generator for the economic growth of the community.

Every development must have impacts, namely changes that occur as a result of activities, which are scientific in nature (Soemarwoto, 2012). Construction of YIA Airport (Yogyakarta International Airport) has started its construction process since 2017 with the established concept of aerotropolis, listed in Presidential Regulation Number 3 of 2016 concerning the Acceleration of Development of National Strategic Projects and Presidential Regulation Number 98 of 2017 concerning Acceleration of Development and Operation of New Airports in the Regency Kulon Progo Special Region of Yogyakarta. The development of Yogyakarta International Airport is an essential development to replace the role of Adisutjipto Airport which is no longer able to accommodate passengers and aircraft movements as well as supporting socio-economic activities in the Special Region of Yogyakarta, especially Temon District, Kulon Progo. Prior to the establishment of Yogyakarta International Airport, Kulon Progo Regency was listed as one of the areas or cities with a high poverty rate in Yogyakarta (Hamengkubuwono X, 2018). The legal basis for the construction of Yogyakarta International Airport is Regional Regulation Number 1 of 2012 concerning the Kulon Progo Spatial and Regional Plan (RTRW) for 2012-2032.

The development direction of the Temon sub-district, Kulon Progo, which continues to move outward with the industrial revolution, is of course a concern. With the development that focuses on Yogyakarta International Airport, it raises new problems such as the conversion of agricultural land, the eviction of residential areas and so on. This resulted in a socio-economic impact on the surrounding community. The community made a new place and adapted to the land that had been prepared by the government. Communities directly affected by the airport categorization, where the majority of farmers think that if the airport categorization continues, their livelihoods will disappear. The government seeks to equalize the impact of the development of Yogyakarta International Airport on the community through development with an aerotropolis concept. The application of aerotropolis in the construction of Yogyakarta International Airport has been built such as with the airport train to accelerate people's mobility to go to the airport, development centers (hotels, supermarkets, laundry and other businesses) are already in the area around the airport. It is hoped that the construction of Yogyakarta International Airport can realize the economic development of the community, especially in the Temon District area, Kulon Progo. PP RI Number 40 of 2012, explains that airports are an element that plays an important role in the passage of flights that are safe, comfortable, orderly, useful and play a role in the stability of regional development, especially the area around the airport which is relatively faster compared to other regions.

According to Khofifah's research (2020) entitled "The Impact of the Development of the West Java International Airport on the Socio-Economy of the Kertajati Community" it states that the construction of the airport has an influence and can improve socio-economic conditions for the community. Seeing the potential and development of Yogyakarta International Airport in Temon District with the concept of aerotropolis, besides having a contribution to aviation, it also has an impact on improving the economy of the Temon District community. Airport development must be in harmony with the economic growth of the community around the airport so that the community is not excluded from changes in their area, because the role of the community also influences the process of accelerating airport progress. The addition of activity centers and the number of jobs for the community around the airport. In order to achieve this goal, it is necessary to pay attention to handling transportation problems, especially air transportation. Because the increase in air transportation through airports is very

meaningful in order to uphold regional and economic existence for the people in the future. Kulon Progo Regency with the branding The Jewels of Java through Yogyakarta International Airport serves as a lever for economic growth and development in Kulon Progo Regency, especially in Temon District in the future.

Based on the background described, research was conducted related to community observations related to airport development. Community observations are then explained in the form of public perceptions of economic growth as a result of airport development. Then the writer is interested in raising the title “The Influence of Yogyakarta International Airport Development on the Community's Economy in Temon District, Kulon Progo Regency. The research objectives include to determine the influence of the construction of Yogyakarta International Airport on the economy of the people of Temon District, Kulon Progo Regency and to find out how much influence the construction of Yogyakarta International Airport has on the economy of the people of Temon District, Kulon Progo Regency.

Relevant Research

Table 1. Comparison of Previous Research

No.	Name	Year	Research Title	Research Result
1.	Zulfikar	2017	Social, Economic and Political Impacts in the Development of Kertajati Airport in Majalengka Regency	The variables used are social, economic and political impacts. The results of this study are that there are differences in public perceptions of socio-economic conditions between before and after the existence of the airport in Wirowongso village. And it still needs improvement and input, especially as a result of its gradual implementation not all at once or not according to plan due to low commitment from all parties, and the local community has not yet received it.
Even though it has similarities to the focus of research on the impact of airport development on the community's economy, this research was conducted with different subjects, objects and research locations, where the author examined "The Effect of Yogyakarta International Airport Development on the Community's Economy in Temon District, Kulon Progo Regency" while the researcher above examined the "Social, Economic and Political Impacts in the Development of Kertajati Airport in Majalengka Regency".				
2.	Firdaus	2019	Analysis of the Impact of Jember's Notohadinegoro Airport Development on the Socio-Economy of the Wirongso Village Community, Ajung District	The variables used are socio-economic conditions consisting of employment, income,. With this the results of the researchers are the impact of airport construction on the socio-economic community
Difference: the differences in the research that the authors conducted with the research above are very different both in subject and motorcycle taxi, where the author examines "The Influence of Yogyakarta International Airport Development on the Economy of the People of Temon District, Kulon Progo Regency", while the researcher above examines "Development Impact Analysis Notohadinegoro Airport Jember Against the Socio-Economic Society of Wirongso Village, Ajung District".				
3.	Az-Zahra	2019	Analysis of the Socio-Economic Impact of the Development of New Yogyakarta International Airport on Community Life in Temon District, Kulon	The results of the study show that the construction of YIA Airport has had an impact on people's lives before and after the construction has changed drastically due to adjustments. The negative impact is on the condition of the community environment that has not been able to take advantage of existing business opportunities

			Progo Regency, Special Region of Yogyakarta	and has a positive impact on economic development such as opening a business that is able to provide job opportunities and optimism for human development such as a more decent place to live.
Differences: Although they have similarities to the focus of research on the impact of development at Yogyakarta International Airport, this research was conducted with different subjects, objects and research locations, where the authors examined "The Influence of the Development of Yogyakarta International Airport on the Community's Economy in Temon District, Kulon Regency Progo" while the researchers above examined "Analysis of the Socio-Economic Impact of the Development of New Yogyakarta International Airport on Community Life in Temon District, Kulon Progo Regency, Special Region of Yogyakarta."				

RESEARCH METHOD

The research method used in this study is a descriptive correlation method which uses a quantitative approach because this study seeks a correlation between airport development and community economic growth. In collecting data and analyzing the results of this problem, the authors use data in the form of numbers. According to Nasir in Rukajat (2018) states that the descriptive method is a method in researching the status of a group of people, an object, a set of conditions of a system of thought, or a class of events in the present.

The purpose of descriptive research is to make systematic, factual and actual descriptions, drawings or drawings regarding the facts, characteristics and relationships between the phenomena investigated. Therefore, seeing the definition above, this study uses a descriptive correlation method. This correlation study aims to determine the relationship of a variable with other variables. The relationship between one variable and several other variables is expressed by the magnitude of the correlation coefficient and is statistically significant. The existence of a correlation with two or more variables does not mean that there is influence or a causal relationship from one variable to another.

The research design is a link between the independent variable and related variables as the independent variable, namely the construction of airports and the related variable, namely the economy of the community around the airport, this statement was put forward by Sugiyono (2020). The research method used in this study is a quantitative method, namely by seeking information about existing symptoms, clearly defining the objectives to be achieved, planning the approach, collecting data as material for conducting research.

Sugiyono (2020) states that quantitative research is defined as a research method based on the philosophy of positivism, used to research certain populations or samples, collecting data using research instruments, data analysis is quantitative or statistical with the aim of testing established hypotheses. In this research, the variables to be studied are divided into two variables, namely the independent variable (X), namely the implementation of airport development, and the related variable (Y), the economy of the community around the airport.

This research was conducted at Yogyakarta International Airport, which is located in Temon District, Kulon Progo Regency, Yogyakarta. The time of the research was carried out from 1 September 2022 to 31 December 2022. This research was taken in the administration section of Angkasa Pura I Yogyakarta International Airport and the community around the airport, especially in communities that have small and medium community businesses (MSMEs) around the airport in Temon District, Kulon Progo.

Sugiyono in Machali (2018) states that population as a generalist area consisting of objects/subjects that have certain quantities and characteristics that are applied by researchers to study and then conclusions are drawn. So the population is not only humans but also objects and other natural objects. The population is not just the number of objects/subjects studied,

but includes all the characteristics or properties possessed. Based on this, it can be explained that the population material is all objects/subjects that have quality and are the focus of research by taking into account the characteristics that are in accordance with the research objectives.

The population determined by the author for this study is the community around the airport in the Temon sub-district, Kulon Progo, especially the affected communities. In this study, the population is the community around Temon District, Kulon Progo from 2017 to 2021 (for 5 years).

Table 2. Population and Total Population Aged 15 and Over Working in Temon District

Population	Total
Timon District	259.421
Total	259.421

Source: Yogyakarta Population Data 2021

The sample is part or representative of the population studied. If we only examine a portion of the population, then the research is called sample research, which is stated by Machali (2018). According to Machali (2018) the sample also means a portion of the reachable population that has the same characteristics as the population. It can be concluded that the sample is part of the population that has similarities in the characteristics and characteristics to be studied.

The slovin formula is the formula used to calculate the minimum number of samples if the behavior of a population is not known with certainty Rangga, Rosalia et al (2021:28). In general, the size of the research sample using the slovin formula is determined by the error rate value. Where the greater the error rate used, the smaller the number of samples taken. So that in this study, researchers used the Slovin Formula to measure the research sample used according to Slovin's theory in Sugiyono (2020), which is as follows:

Is known:

N (Population Size) = 259,421

e (Percent Allowance for Imprecision) = 0.1

Asked:

n(Sample Size) ?

$$\begin{aligned}
 n &= \frac{N}{1 + Ne^2} \\
 &= \frac{259.421}{1 + 259.421 \times 0,1^2} \\
 &= \frac{259.421}{1 + 259.421 \times 0,01} \\
 &= \frac{259.421}{1 + (2.594,21)} \\
 &= \frac{259.421}{2.595,21} \\
 &= 99,96 \\
 &= \mathbf{100 \text{ Respondents}}
 \end{aligned}$$

So there are 100 residents around Yogyakarta International Airport, especially those in Temon District, Kulon Progo who can fill out a research questionnaire on the Influence of the Development of Yogyakarta International Airport on the Economy of the People of Temon District, Kulon Progo Regency.

Method of Collecting Data

This data collection method is a method taken by researchers to obtain the necessary data so that the data used is perfect and can be accounted for. The data used by researchers is primary data, namely data sources that are directly obtained through direct activities with research subjects and by direct observation in the field (Sugiyono, 2020). Researchers collected primary data by distributing questionnaires directly to the surrounding community, workers and passengers at Yogyakarta International Airport. This step is the collection of data regarding respondents by filling out the questionnaire.

1. Documentation. Sugiyono (2020) explains that documentary study is a method used to obtain data and information in the form of books, archives, documents, written numbers and pictures in the form of reports and information that can support research. Researchers used data collection techniques with documentary studies to collect data related to research variables. In this case, a documentation study is used to complete some of the data needed by the researcher and was not obtained through the previously selected research instrument. In the documentation study used to obtain data on the construction of Yogyakarta International Airport and the economic growth of the community related to research objectives.
2. Questionnaire. Questionnaires are a data collection technique that is carried out by giving a set of questions or written statements to respondents to answer (Sugiyono, 2020). This questionnaire contains questions or statements related to the Influence of the Development of Yogyakarta International Airport on the Economy of the People of Temon District, Kulon Progo Regency. The principle of writing questionnaires pays attention to several things such as the content and purpose of the questions, language, type or form of questions, the order of questions, the length of the questions, the questions that are not accompanied, the principle of measurement, and the physical appearance of the questionnaire. Sugiyono (2020) states that the research instrument is an element of the tool used to measure the observed natural and social phenomena. Specifically, the instrument in this phenomenon is the research variable.

Research instruments are tools that have been selected and used by researchers in data collection activities so that these activities become more systematic, structured and made easier. The research instruments used in this study are as follows:

1. The instrument used is to use the questionnaire method in the form of questions which usually aim to obtain information relating to aspirations, perceptions, opinions, desires, beliefs and others in writing.
2. The indicators for the research variables were translated by the researcher into several statements in order to obtain qualitative data. So that this data will be converted into a quantitative form with a statistical approach.

In general, scoring is often used in this research questionnaire, namely the Likert scale technique. Sugiyono (2020) states that the Likert scale is used to measure attitudes, opinions, perceptions of a person or group of people related to social phenomena. In answering this Likert scale, respondents only put a check mark on the answer chosen according to the statement. The questionnaire that has been filled in by the respondent needs to be summed up by the score. The Likert scale is shown in Table 3.

Table 3. Likert Scale

Option Description	Likert Scale
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Strongly Disagree (STS)	1
Disagree (TS)	2
Neutral (N)	3
Agree (S)	4
Strongly Agree (SS)	5

Source: Sugiyono (2020)

The preparation of the questionnaire instrument was processed based on the operational definition of the independent variable in this study, namely airport development and the dependent variable, namely economic growth.

RESEARCH RESULTS AND DISCUSSION

Yogyakarta International Airport was built with the concept of Airport City or known as Aerotropolis which is inseparable from the increasing scope of the world that influences change and will certainly have an impact on an environment both socially and economically. Based on the formulation of the problem in CHAPTER I, there are two problems that need to be discussed in the research "The Effect of the Yogyakarta International Airport Development on the Community Economy of Temon District, Kulon Progo Regency". namely the influence of the construction of the airport on the economy of the people of Temon District and how big the impact of the construction of Yogyakarta International Airport is on the economy of the people of Temon District, Kulon Progo Regency.

The Development of International Airports on the Community's Economy

The variety of activities in and around the airport provides added value to the people around the airport, especially the Temon District, which is the location that is directly affected by the development. Availability of business services around the airport such as restaurants, cultural activities, hotels and the availability of accommodation, logistics, trade and other services that help the economy and change forms of community work. The economic changes felt by the community underlie the formation of the perceptions of the people affected by the construction of the Yogyakarta International Airport.

Based on the results of observations and research by these researchers it can be said that there is a positive influence of airport construction on the community's economy. This is evidenced by a simple linear regression test obtained a value of 19.646 with a regression coefficient of 0.975. The regression coefficient is positive, if there is an increase in airport development it can increase 1% of the community's economy by 0.975 units.

The data generated from distributing questionnaires to respondents with development variable (x) shows that the results of the questionnaire that have the most influence are on land use by 76% of respondents agreeing that airport development improves the economy by managing businesses around airports which have a long term positive value. The results of the statements in the questionnaire distributed with the economic variable (y) to the respondents showed that the most influential results were the population growth indicator of 76% and the technological progress indicator of 71%. Respondents agree that indicators of population growth and technological progress are not detrimental, but have a positive impact on the economy which can increase in the long term. The indicators that have little influence on the people's economy are an increase in output of 65% and capital accumulation of 63.6%, because respondents think that the increase in output depends on the self-awareness of the community's capital accumulation must be balanced by the ability of the community.

Based on the results of distributing questionnaires by researchers to the public, it can be concluded that the construction of the airport has a positive impact on the economy as measured by people's perceptions. This is proved by the results of the T test (partial test) obtained by a t count of $12.827 > t$ table of 0.183 with a significant value of the independent variable $0.000 < 0.005$ (significant level value).

The Magnitude of Influence of the Development of Yogyakarta International Airport on the Community's Economy

Development carried out to improve conditions towards progress by increasing living standards. The development of Yogyakarta International Airport was carried out by bringing together the concepts of airport planning and city development as an airport city. The existence of development has an impact, especially on the community's economic growth of 60.7%. This is evidenced by the coefficient of determination (R) and correlation test of 0.770 and the R square value of 0.607 indicating that the impact of the construction of Yogyakarta International Airport on the economy of the people of Temon District, Kulon Progo Regency is very strong. Huge economic changes can be seen in changes in livelihoods that are better. The people of Temon District who are directly affected by the construction of the airport can take advantage of the existing jobs. Utilization by the community by opening a business in the area around the airport can increase income. Thus the development of Yogyakarta International Airport has a positive influence on the people's economy.

CONCLUSION

There is an influence from the construction of Yogyakarta International Airport on the economy of the people of Temon District, Kulon Progo Regency. The construction of Yogyakarta International Airport has partially positive and significant influence on the economy of the people of Temon District, Kulon Progo Regency. This means that the better the airport construction is carried out, the economy of the Temon District community will increase. This is proved by the results of the partial test (t count) the regression coefficient value is 2.287 and the t count is 13.214 with a significant value of $0.000 < 0.05$. The construction of Yogyakarta International Airport has a strong relationship with a correlation coefficient (R) of 0.779 to the economy of the people of Temon District, Kulon Progo Regency. This is evidenced by the test results of the coefficient of determination obtained at 0.779 indicating that the correlation between development variables and the economic variables of the Temon District community is considered strong. The R square value or the coefficient of determination is 0.607, the results of this calculation indicate that the impact of the Yogyakarta International Airport development on the economy of the people of Temon District, Kulon Progo Regency is 60.7%. So the influence of airport construction on the community's economy is quite strong because it is more than 50%.

Based on the results of the research that has been carried out, there are several suggestions as follows: For the Government, local governments are expected not only to focus on airport development but also to participate in helping related to infrastructure development such as roads and others. This development can help run community activities around Yogyakarta International Airport and employees of PT Angkasa Pura I. For the Community, Communities in Temon District, Kulon Progo are expected to be able to manage or take advantage of business opportunities resulting from the construction of the airport so that people get better jobs so they can increase revenue. With this, the community must be more enthusiastic about participating in the programs that have been prepared by the government.

For Companies, PT. Angkasa Pura I Yogyakarta International Airport Manager is expected to accelerate the process of developing the airport into an aerotropolis area so as to increase the people's economy and income for the government to attract more tourists. In addition, more tenants can be added to the departure and arrival terminal areas by carrying out the concept of traditional food as a community business opportunity. Regarding security in areas around the airport that are not reachable, it is necessary to pay attention to avoid breaking into the airport area boundaries. Related information, it is necessary to add signs to indicate the pick-up area with transportation options to get to the destination.

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